

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE..... July 28, 2009
TIME..... 7:00 P.M.
PLACE..... Grand Prairie Room

ATTENDEES NAME

ORGANIZATION

Carl Covely	Citizen
Julia Covely	Citizen
Curt Ashendel	West Lafayette Bike Pedestrian Committee
Steve Clevenger	Focus on the Future
Pam Judd	Citizen
Stewart Frescas	West Lafayette Bike Pedestrian Committee
Nick Harray	Citizen

STAFF

TITLE

John Thomas	Assistant Director
Doug Poad	Senior Transportation Planner
Melissa Baldwin	Transportation Planner
Anna Burman	GIS Addressing

John called the meeting to order.

I. APPROVAL OF MINUTES:

John asked if there were any corrections to the April 28, 2009 minutes.

Carl stated his comment about semis and I-65 was that wreckers pulling the semis up the hill to clear the accident had trouble because the road was icy. It was out by mile marker 163.

The minutes were approved as amended.

II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES:

John asked the committee if they had any feedback from the last meeting.

There were no questions or comments.

III. PROGRAM:

REVISED ARRA (STIMULS) PROJECTS FOR TIP

John presented and reviewed the Revised ARRA (stimulus) projects for the TIP. He noted two new projects; Stockwell Road and CR 350S. He stated that the projects listed in Tippecanoe County are in order of preference. Most of the ARRA funding was being used for resurfacing, because it can be done quickly. The funds need to be obligated by March 2 of next year and the construction plans need to be to INDOT by the beginning of September. He continued by describing the Lafayette and West Lafayette projects.

Carl asked what the CAD/AVL hardware was.

John stated that is is Automatic Vehicle Locator; every bus has GPS on it that communicates where they are and estimates what time it will be at the downtown transfer center.

Carl asked what a wedge is.

John explained after they mill a road down they have to raise the center up a little bit to have good drainage.

Curt asked if the cost item for the Traffic Management Center pays for the whole center as well as signals.

Melissa and John explained the multiple funding sources and project scope.

Carl asked if it was going to include SR 26 signals in town.

Melissa answered no, that was INDOT's responsibility, but the system is expandable when INDOT wants to be included.

Discussion ensued about signals and who controlled them around Lafayette.

Curt asked where the center would be.

Melissa stated that the person who will be responsible for it will be housed in Lafayette City Hall. There would be up to 5 terminals.

John and Melissa continued explaining who will have terminals and that West Lafayette and Tippecanoe County committed some of their ARRA money toward the project.

Carl asked if after a Purdue football game they can change the timing of the lights.

Melissa answered yes.

Curt asked if police would still have to be at the intersections.

Melissa said no.

Steve stated that it was too bad you can't get SR 26 and US 52 on it.

Nick asked whether the 3 new buses were going to increase bus service or are they replacement buses.

John answered that they are replacement buses, involving no new service.

Doug stated each bus travels over 100,000 miles per year and have an average life between 10 and 12 years.

Nick asked if there was a way to ask for more money to fund more buses and drivers to put more routes out there. This is what you need to improve service.

Doug stated that this money can't be used for operation. It can only be used for capital expenses.

Julia asked if the new buses would be hybrid.

Doug answered no.

John stated CityBus could only afford 2 if they were hybrids.

John, Doug and Nick continued discussing hybrid buses.

Steve asked when the projects have to be completed.

John stated he wasn't sure when they money had to be spent, but it had to be obligated by March 2nd.

John was hoping bids would come in below estimated cost.

Nick asked about the cost of Purdue airport fence.

Discussion continued about the perimeter fence around Purdue airport.

John talked about the process of contractor pre-approval.

Carl asked about plans for Teal Road repairs.

Doug stated that INDOT will resurface it, but didn't know the schedule.

2008 CRASH REPORT

Melissa distributed several handouts and reviewed the summary of crashes. She explained the meaning of the different colors on the map. She told them that the final report will be available for review at the next CPC meeting.

Curt asked how many total crashes there were.

Melissa stated she thought about 230 or 250. We are using 3 years of data, but will have to wait another 2 years to get a better picture of specific patterns. She stated that the number 1 location for the most right angle crashes was SR 26 and 3rd street.

Curt asked if Kossuth and 4th street was where a bicyclist was killed.

Melissa answered no.

Carl asked how much is related to red light running.

Melissa stated that yes it was part of the problem particularly downtown on SR 26 at 3rd and 4th streets.

Julia asked if rumble strips help.

Melissa stated no, but there were a lot of other options available.

Carl said the reason he asked was a lot of people were hot over the red light running and camera ticketing.

Melissa stated that West Lafayette last year looked to see if there were a lot of crashes, and found a number at Stadium and Northwestern, where there were a lot of people walking across the intersections, and pedestrians walking around buses and getting hit.

John asked if there was grooving on Kossuth.

Melissa answered yes, after a lot of crashes the city increased the roughness on Kossuth Street and grooved the street.

Carl stated it did help.

Melissa continued with her presentation.

Carl asked if crashes were evenly distributed on all legs of SR 26 and Creasy.

Melissa stated yes, that was one intersection that was equal on both roads.

Nick asked if there was any time of day peaks. Is it more in the rush hour at morning or evening?

Melissa answered that at SR 26 and Creasy it is all day long. Most of the crashes are due to people not paying attention.

Steve asked if Creasy and SR 26 were under construction in 2008.

Melissa stated no, but they were repaving.

Steve asked if the crashes at 9th and Duncan were primarily on 9th Street or Duncan.

Melissa answered she believes they are primarily on 9th street.

Steve stated that on the Harrison Bridge, the trees and shrubs are so tall you can't see if a car is coming or not. They need to be trimmed.

Melissa said that we need to call INDOT. She continued with discussion of running off the road crashes.

Steve asked if there was any reason that 25 N and S are separate.

Melissa stated that they are usually reported on the north end or south end.

Melissa continued with the presentation about pedestrians and fatalities.

There was discussion about jay walkers, where people were crossing, and about pedestrians getting injured. Melissa stated that a lot of them are happening late at night between 10 and 11.

Stewart discussed problems at McDonald's driveways onto State Street. He said most of the crashes happen because the road narrows, especially by Triple XXX.

John asked Stewart if he sees many people using the sidewalk going up and down the hill.

Stewart answered yes. There is not enough room for two cars and a bicycle on the road.

Nick said he would sometimes get off the bike and become a pedestrian.

Curt stated most people avoid that at lunch hour. Bicyclists should just avoid it.

Stewart said drivers going in and out of McDonalds just don't look.

Discussion continued.

Pam asked if there was any trouble with pedestrian crashes at Grant and State Street, where that concrete barrier is, because there is very poor visibility there.

Melissa said we really didn't have a lot of crashes there like you would think. However, Russell Streets has lots of bicycle crashes.

Carl stated that part of the problem may be that the road goes from 2 lanes to 1 at Russell Street.

Melissa said the report would be out next month.

Discussion ensued about bicycles going the wrong way and not using helmets.

Carl stated that one of the problems he sees with CVS going in between Union and Salem is that if they don't put a left turn lane on Salem starting about 18th Street they are going to have increased traffic problems.

Discussion about the site continued.

Pam asked if we could do some kind of comparison of the crashes and the data you are collecting about trouble spots to show where people are afraid to cross the street.

Melissa said she thought the Police and City engineers have a pretty good handle on crossing issues.

Stewart stated that on SR 26 between US 231 and Chauncey is a place that needs evaluation.

Melissa said yes we are going to look at that area.

Julia asked where roundabouts were to be constructed in the community.

Melissa stated the only one she had heard about was on Cumberland.

Discussion continued about roundabouts

Carl stated that the bulk of the crashes are driver error.

Melissa answered yes.

Steve stated they should have made a one-way pair on State Street and Chauncey when they built the new bridge.

Pam asked how this community compared with Bloomington.

Melissa asked if Bloomington has more bicycle facilities.

Doug said he didn't know.

John said he thought they were far more bicycle friendly.

Discussion ensued.

INVENTORY OF BICYCLE FACILITIES

John said that staff was starting the long range pedestrian/bicycle plan and asked for input on where there are existing facilities.

Nick stated he rides his bicycle all over and doesn't have any real problems. One problem is North River Road just north of Happy Hollow. He thought there was talk of a bicycle trail being put in between the Wabash and North River Road. He thinks the trails work pretty good. He said his strategy is to try and stay away from cars.

Stewart asked if there was a concern for lighting at night.

Melissa said there was a jogger hit a couple months ago at Happy Hollow. It was in the morning, so yes we are interested in lighting conditions.

Stewart stated in his opinion if you are going to ride at night, you need to have a light. The problem is that bicycle lighting is rather expensive. The bike shops don't push the lighting and people at Purdue don't use lighting.

Melissa stated probably because they park them outside, but a safety vest is cheap and visible.

Julia stated people don't wear helmets either.

Curt stated he didn't think safety vests help during the day, only in subdued light.

Melissa said that she has worn them and they are pretty visible.

Carl said the lights on bicycles are not bright enough to see at any great distance.

There was more discussion on bicycle lighting.

Stewart asked if we were looking for maps like they had up on the walls at work listing bike facilities.

John answered yes.

Curt said we probably have the ones from the old bicycle plan.

Doug answered yes. We are in the process of drawing the center lines of bike lanes, sidewalks and cross walks.

Stewart suggested that if they had copies of the old maps showing the bike lanes and such, that it would be easier to mark new ones on it.

Curt stated the only maps he remembers were at the parks department showing the bike trails.

Discussion continued about where there are bike lanes.

Carl asked about the recommended width of a bike lane.

Curt answered 5 feet from the curb.

Steve asked if there were problems with the street drainage grates going the wrong way.

John stated that it isn't much of an issue anymore.

There was discussion about re striping streets to widen the bicycle lanes.

Pam asked if we consider the Happy Hollow trail as transportation for bicyclists.

John stated that trails are designed more for recreational purposes.

Pam stated it would be better if we encourage people to use the linear parks for transportation and not just recreation.

Discussion ensued about trails, paving and new bike lanes to get to Happy Hollow Park.

Doug stated that we will map the information we have as well as what you have mentioned tonight for your review.

Curt stated that sometimes he's not sure if a bike lane exists, like on McCormick where the line has faded and not sure if it is a wide shoulder or a facility. A wide shoulder is nice for bicyclist.

John said we will inventory wide shoulders, not necessarily declared as a bike lane, because it still provides a benefit, even though it may be sub standard.

Curt said it makes it a lot safer.

Nick stated that a little shoulder is better than nothing. He also stated that on major highways a separate path or trail would be better. He said he doesn't use Salisbury to much.

John stated that the Salisbury lanes are well used.

Discussion ensued about different routes for bicyclists.

Carl stated that you could create a map that shows existing routes as well as where routes should go.

Doug stated that was exactly what will be done.

John stated that is why we want to get your expertise, your knowledge of where routes are and what ones you use most.

Melissa stated if you need a map of a specific area we can e-mail or print one off for you.

Discussion ensued.

Pam asked who has jurisdiction over the bridges; some of the sidewalks are in bad condition, especially the Lafayette end of the Columbia Street bridge.

Melissa answered she would take a pictures and it looks like it has settled.

Discussion ensued about sidewalks.

Melissa said anytime there is a safety issue we need to know right away so we can quickly notify the correct party.

There was discussion on how long it took to get things fixed after the correct party was contacted.

Pam stated she was from another state, but she would like to see more information at the BMV about pedestrians. She said people want to know more. She wants to know if you come to a T road if it is considered a crosswalk or only at marked crosswalks.

Curt stated he thought the pedestrian has the right of way no matter what unless the jump out in front of a vehicle.

Melissa stated she was going to look at driver's education, but a lot of the crashes are by people from out of state. She always wanted to do an education program for Purdue students to guide them through the rules of the road.

There was discussion about renewing driver's licenses. Discussion also continued about pedestrian crossings and right of way.

John stated that we will take an in-depth look at what the characteristics are for bicycle and pedestrian crashes over a long time, look at behaviors of both, and see if that can help direct where education needs to be directed.

Discussion ensued about sidewalks, crosswalks, funding, and taxes.

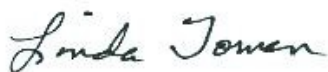
IV. QUESTIONS, COMMENTS AND SUGGESTIONS:

John asked if there was anything else.

V. ADJOURNMENT:

John thanked everyone for coming.

Respectfully submitted,



Linda Toman-Wilson
Bookkeeper/Secretary

Reviewed by,



John Thomas
Assistant Director